Damage to aqueduct of Bhakra Canal by Punjab militants

620. SHRI HARVENDRA SINGH HANSPAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the militants in Punjab have damaged an aqueduct of the main Bhakra Canal with rockets as reported in the Hindustan Times dated 8th July, 1991;

(b) if so, the details thereof; and

(c) whether Government have since arrested the involved culprits and if so, what action Government propose to take to provide security at Bhakra Canal?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): (a) and (b) According to available information, on 6th July, 1991, some unidentified terrorists fired two rockets on Budhki Nadi Aqueduct situated on Main Bhakra Line. As a result there was a minor leakage of water.

(c) No arrests have been reported so far. However, the State Govenment has been *told to provide full and adequate* security to the Canal.

Losses suffered by D.T.C.

621. SHRI GHUFRAN AZAM:
SHRI RAM JETHMALANI:
DR. JINENDRA KUMAR JAIN:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Delhi Transport Corporation is one of such Government Undertakings that are running at a loss;

(b) if so, what is the extent of loss suffered by this Corporation during each of the two years 1989-90 and 1990-91 separately;

(c) whether Government have identified the reasons for this loss; if so, the details thereof; and

(d) whether Government would take the cooperation of the private sector to save this Corporation from further losses and if not, what are the reasons therefor?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The net loss incurred by DTC during the last two years is indicated below:

(*Rs. in lakhs*)

Year	Net loss (including depreciation and interest)
1989-90	11984.56
1990-91	19748.35 (provisional)

(c) The reasons for losses are—

(1) Uneconomic fare structure of DTC.

(2) Rising costs of labour and material inputs.

(3) Concessions given to students and weaker sections of the society through concessional passes.

(4) Heavy interest burden on the loans advanced etc.

(d) Private buses have been supplementing to the DTC services ever since the establishment of the DTC in one form or the other. However, the number of private buses operating under DTC has been coming down on account of the unremunerative fares of DTC.

Modernisation of Harbours

622. SHRI MENTAY PADMANABHAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the existing proposals for modernisation of harbours all over the country;